

PERSPECTIVES ON A VARIETY OF STATEWIDE TRANSPORTATION/ LAND USE ISSUES

By Mark A. Wyckoff, FAICP
President,
Planning & Zoning Center, Inc.
December 3, 2003

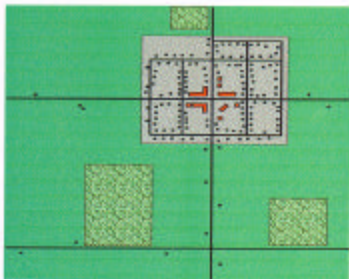
Transportation Summit 2003 MICHIGAN PARTNERSHIPS

What is Sprawl?

- Sprawl = decentralization of population
- *"Sprawl is a low density land use pattern that is automobile dependent, energy and land consumptive, and requires a very high ratio of road surface to development served."* (MSPO, Patterns on the Land, 1995)

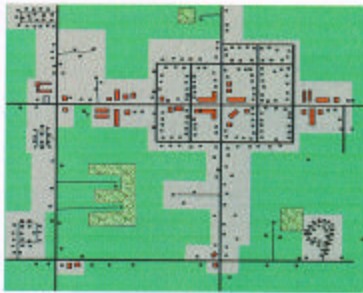
Transportation Summit 2003 MICHIGAN PARTNERSHIPS

Compact Development
(What Michigan Communities Used to be Like)



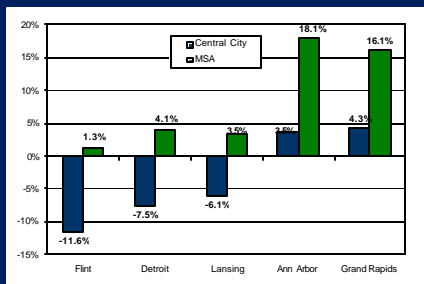
Transportation Summit 2003 MICHIGAN PARTNERSHIPS

(What Michigan Communities are Rapidly Becoming)



Transportation Summit 2003
MICHIGAN PARTNERSHIPS

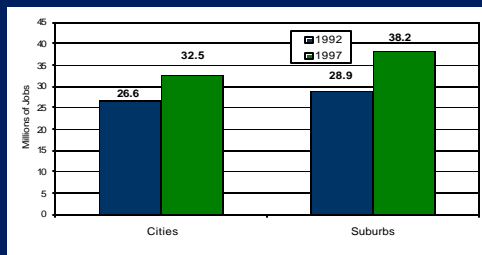
In Michigan, strong suburban growth during the 1990s contrasts with particularly weak growth in central cities



Transportation Summit 2003
MICHIGAN PARTNERSHIPS

BK

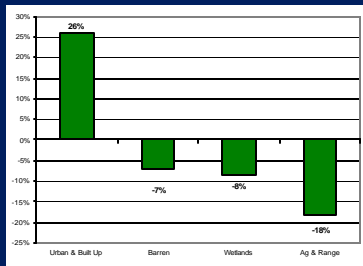
Employment is decentralizing. Cities gained jobs during the 1990s, but suburbs gained more



Transportation Summit 2003
MICHIGAN PARTNERSHIPS

BK

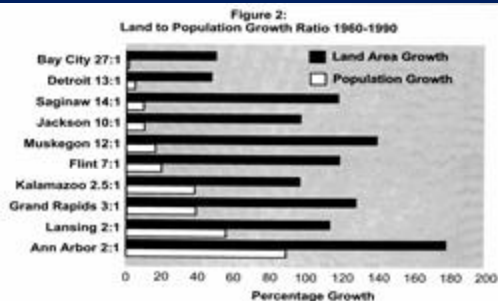
Since 1978, there has been a 26 percent increase in urbanized land area. Meanwhile, 18 percent of agricultural land and 8 percent of wetlands have been lost.



- In the state of Michigan, 364,000 acres of land were developed between 1992 and 1997
- The state ranked ninth in land consumption during this period. Most states that exceeded Michigan had much greater population growth
- The average annual conversion of developed land was nearly 60 percent higher in the 1990s than in the 1980s

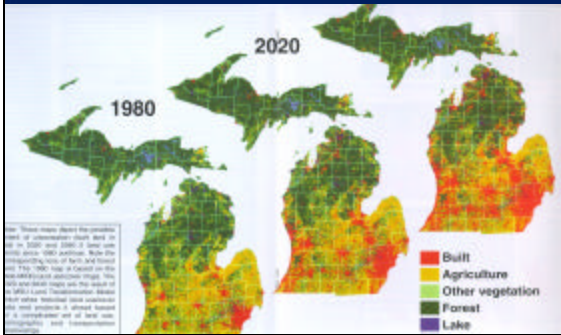
Land to Population Growth

(David Rusk, *Cities without Suburbs*)



Source: US Census Bureau data, as derived by David J. Rusk. See *PZN*, May 1999, p. 6.
Note: Percentages are approximate and used for comparative purposes only.

MSU Land Use Projections



VMT Compared to Population Increases Between 1992 and 1999

Detroit	8% VMT increase	3% population increase
Lansing	16% VMT increase	2% population increase
Grand Rapids	20% VMT increase	8% population increase

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

BK

Decentralization Is Costly

Decentralization has had many negative consequences for newer suburban areas



- Traffic congestion
- Air pollution



- Loss of open space
- Overcrowded schools

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

BK

Decentralization is not just a central city problem anymore

Older suburbs are beginning to take on many of the challenges of central cities .

- Increasing school poverty
- Employment is decentralizing. Cities gained jobs during the 1990s, but suburbs gained more
- Declining fiscal capacity
- Declining commercial corridors and retail malls

We are Dually Supporting and Underutilizing Two Systems of Infrastructure

- One being abandoned in and around central cities and close-in suburbs
- One that is not yet fully used in rural areas
- Causing governments to forgo maintenance of much infrastructure and the provision of anything other than growth related infrastructure

In Short: Sprawl Costs us All

- Direct \$ costs to build new infrastructure while costs to maintain existing infrastructure grows
- Secondary costs of pollution, declining property values in cities, increasing concentration of poverty
- Cumulative impacts on the environment, on renewable natural resources, on generations left behind
- Can be separated into various fiscal, economic, environmental, social, and generational impacts
- Most evident in loss of resource based lands (farms and forests) and in congested roads

However, Many People Like Sprawl

- The simple antidote to sprawl is **higher density**. However, *"the only thing people dislike more than sprawl is higher density."* Stuart Meck, APA

BUT,

- *"most of the American public is not unhappy with the current pattern of development in metropolitan areas—it simply can no longer afford it."* **Costs of Sprawl—Revisited**, TRB-NRC (1998)



20
Legislative Summit MICHIGAN PARTNERSHIPS
03

Preserving Choice is Essential

People like sprawl because the culture of sprawl permits a lot of personal choice for homebuyers and builders, community leaders, and ultimately, voters.

- Kinds of choice: where to live, what kind of home to buy, where to work (these choices are heavily influenced by direct \$ costs)
- Choice is heavily influenced by public policy: zoning (lot size), tax rates (service levels), where infrastructure investment decisions are made, where job subsidies are provided
- But choice for who? Increasingly, it is only for those with the incomes high enough to exercise choice

20
Legislative Summit MICHIGAN PARTNERSHIPS
03

Why Do We Have Negative Effects of Sprawl?

- Because we allow people to make choices without bearing all the costs or burden of those choices
- A primary focus of public policy over the last 35 years has been shifting emphasis to making people bear more of the costs of their choices



20
Legislative Summit MICHIGAN PARTNERSHIPS
03

There are Simple Solutions (but they also have unintended consequences)

- **Market based** (ironic that those who most profess support for market based solutions to the problems of sprawl, adamantly oppose the most effective market based solutions—because it will raise their costs)
- **Regulatory**
- **Public investment based**
- **Combinations are NOT simple**, but this is the “compromise” middle ground where all the focus is, and is likely to remain for our lifetime, with the added dimension of using incentive based measures wherever feasible

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

Market Based Solutions

- **Raise price of gas to \$4-5/gallon** (use money to build/improve/maintain roads, transit, and improve environmental consequences of auto use)
- **Make all new development pay for all the direct public service costs and calculable secondary public service costs** (form of impact fees)
- **Implement extensive use of TDR** to preserve resource based lands
- **Could reduce or eliminate many regulations**
- **These measures are opposed because it is perceived as adding cost and reducing choice—** really all it does is shift choice and places costs on those who create impacts. Ties real consequences to choice.

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

Regulatory Based Solutions

- **Create tight urban growth boundaries** around all metro areas
- **Mandatory affordable housing requirements**
- **Strong protection of renewable natural resources**
- **Stricter environmental regulations**
- **Strong regional governance structure**

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

Public Investment Based

- Major urban redevelopment initiatives and brownfield cleanup
- Major new transit initiatives
- Major effort to redirect public spending away from greenfields and into existing communities
- Major job creation efforts targeted to existing communities
- Major effort to maintain existing infrastructure instead of building new infrastructure

Transportation Summit 2003
MICHIGAN PARTNERSHIPS

Each of these Types of Solutions are Often Rooted in Common Objectives

- Creating livable sustainable communities that people want to live in
- Protecting existing community character, and natural landscapes
- Protecting the environment
- Protecting renewable natural resources
- Creating jobs that pay enough to support families
- See Vision Statement in Chapter Three of the final MLULC Report at www.michiganlanduse.org

Transportation Summit 2003
MICHIGAN PARTNERSHIPS

Three Fundamental Goals of the Michigan Land Use Leadership Council

- This vision statement rests on three fundamental goals shared by nearly all Michigan residents: **economic prosperity, environmental and cultural integrity, and social equity**.
- *"These three goals are interdependent and require governmental leadership in guiding public and private land use decisions and related policies that reflect the importance of balancing each goal in achieving sustainability."* (page 24)



Transportation Summit 2003
MICHIGAN PARTNERSHIPS

Elements Necessary to Achieve these Objectives

- Compact, multi-use development
- Open space conservation
- Expanded mobility
- Enhanced livability
- Infill, redevelopment, and adaptive use in built-up areas
- Appropriate management, preservation and expansion of infrastructure—especially roads



Transportation Summit 2003 MICHIGAN PARTNERSHIPS

But, Preservation of Existing Infrastructure Investment is

- Hard to do with so many independent decision bodies
- Hard to do with sprawl placing so many demands
- Hard to do with fiscal resources that grow slower than demand
- Hard to do with "preferred land uses" like mobile home parks, schools and now major public buildings exempt from local zoning
- Hard to do with increasing number of private roads versus public roads (caused by serious deficiencies in Land Division Act and Condominium Act)

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

But it is...

- Essential because *"we can not build our way out of congestion"*
- Necessary if we desire to build communities people want to live in.
- Difficult, because it requires us to value both our urban communities and our renewable natural resources and not just look at "undeveloped" land as a commodity.

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

Smart Growth is a Good Place to Start

It will help...

- By reducing sprawl
- By making more livable communities
- By more efficiently using the available fiscal resources
- By maintaining and enhancing the infrastructure we have instead of building new.

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

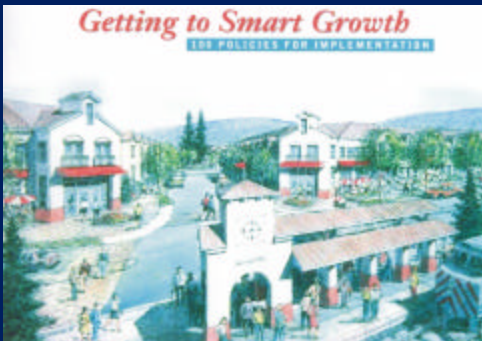
Ten Tenets of Smart Growth

1. Create a range of housing opportunities and choices
2. Create walkable neighborhoods
3. Encourage community and stakeholder collaboration
4. Foster distinctive, attractive communities with a strong sense of place
5. Make development decisions predictable, fair and cost-effective
6. Mix land uses
7. Preserve open space, farmland, natural beauty and critical environmental areas
8. Provide a variety of transportation choices
9. Strengthen and direct development towards existing communities
10. Take advantage of compact development design.

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

Getting to Smart Growth

FOR POLICIES FOR IMPLEMENTATION



Transportation Summit 2003 MICHIGAN PARTNERSHIPS

Many MLULC Recommendations Address these Issues, Following are Specific Suggestions on Related Issues

- Context sensitive design (Chapter 6, #9a)
- New road standards (Chapter 6, 9b)
- Higher density and mixed use (Chapter 6, 7 and 25a)
- New tools for local governments (Chapter 6, 25b)
- Long range infrastructure planning and local CIP are critical (Chapter 6, 25b and Chapter 7, 1, 2, 3 and 4)
- Preserve investment in existing infrastructure first (many places)

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

First Executive Directive 11-18-03

1. Locate new state facilities and buildings in urban areas when at all possible.
2. MDOT to look for "context sensitive" solutions to all aspects of transportation design and implementation so facilities fit well within their surroundings.
3. Recognizing and expanding "live-where-you-work programs."
4. DEQ to begin internal review process to evaluate programs it conducts for potential impacts on sprawl and directing MDOT to continue its "preserve first" strategy .
5. Streamlining and simplifying tax -reverted properties from the DNR to the Dept of Treasury.
6. Directing DEQ to design a web-based one-stop information shop for grant and loan programs targeted at preservation efforts.

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

We Must Make Choices about How We Spend our Transportation.



- We cannot do everything people want
- There are limited resources and we must make choices driven by a common vision not by trends
- For example, always ensuring the ease of vehicular travel becomes a secondary objective if our primary objective is building livable, sustainable communities. It doesn't mean one never does so, just not primarily. It means focusing more on transit in urban areas and less on roads.
- That means maintaining and improving what we already have in place must be the top infrastructure priority.
- It means Smart Growth!

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

Key Fiscal Research

- For detailed discussion of the Costs of Sprawl with a special focus on transportation, and a discussion of pros and cons, and benefits of sprawl see
- *Costs of Sprawl—Revisited*, TRB-NRC (1998)
- *Costs of Sprawl—2000*, TRB-NRC (2000)

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

Other Sources

- Bruce Katz, Brookings Institution, several slides from his Slide Show to the Michigan Land Use Leadership Council, www.michiganlanduse.org
- MDOT, *Highway Facts*
- MSPO, *Patterns on the Land*
- Public Sector Consultants, *Michigan Land Resource Project*
- David Rusk, *Cities Without Suburbs*
- The Tenets of Smart Growth are described in detail in the report entitled *Getting to Smart Growth: 100 Policies for Implementation*, by the Smart Growth Network. It may be downloaded at <http://www.smartgrowth.org/PDF/GETTOSG.pdf>.

Transportation Summit 2003 MICHIGAN PARTNERSHIPS

Questions and Answers

?????????
??

Transportation Summit 2003 MICHIGAN PARTNERSHIPS
